

**National Park Service
U.S. Department of the Interior**



**Chattahoochee River National Recreation Area
Georgia**

**PROPOSED TRAIL CONNECTION PROJECT
BOWMANS ISLAND WEST, JOHNSON FERRY SOUTH, AND
COCHRAN SHOALS/SOPE CREEK PARK UNITS**

Finding of No Significant Impact

March 2010

BACKGROUND

The Chattahoochee River National Recreation Area consists of a series of 16 park units along a 48-mile stretch of the Chattahoochee River between Peachtree Creek, Atlanta, and Buford Dam, just north of Atlanta, Georgia. With an authorized boundary of 10,000 acres, the park provides about three-quarters of the public green space in the greater Atlanta area, and provides outdoor recreation (hiking, biking, horseback riding, fishing, boating, nature study, and other outdoor activities) for over three million visitors per year. The park has proposed three trail connection projects within the Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek park units. These projects comprise the Chattahoochee River Trail Connection Plan. The Bowman Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek units are popular, heavily used areas within the park.

The park's long-term plan is to make each of the 16 separate park units part of an accessible and integrated trail system along the Chattahoochee River corridor. In order to fulfill this goal at the park level, the purpose of the Trail Connection Plan is to develop a more cohesive trail network within individual park units to enhance visitor use and experience, while at the same time protecting natural resources.

Currently, many of the existing trails within the three proposed project locations suffer from erosion and poor maintenance. Most of the erosion issues are a direct result of poor trail design. In many areas where a trail crosses a drainage or stream, the trail is routed along the fall line directly down the hill. Prolonged use of these steep trails accelerates erosion (exposing bedrock and roots) and creates deep ruts causing users to make the trail wider by traveling around these obstacles. Additionally, many unauthorized trails have developed, creating a maze of unmanageable trails. The goal of this project is to reroute some of the trails to a more

manageable alignment and grade and create a sustainable trail system that is more aesthetically pleasing and requires less maintenance.

User conflict is an issue that needs to be addressed within the park. Conflicts between pedestrians and bicyclists are primarily caused by the difference in speeds between the users. Wide, smooth trails allow bicyclists to travel at higher speeds, and the speed differential between bicyclists and pedestrians reduces communication between the users, startles pedestrians, and increases the odds of conflict. Redesigning trails to reflect a loop-style system, rather than a traditional out-and-back style trail, would also lessen conflict by reducing traffic at a given point on the trail and reducing congestion. Loop-style trails would help to reduce the number of users that cut through or create unauthorized trails in order to avoid repetitive scenery. Additionally, directional traffic on the trails is another factor that will be implemented by park management as a means of lessening bicycle-pedestrian conflicts.

In summary, the purpose of this trail connection plan project is to replace badly eroded trails and create a new system of connected trails in order to reduce long-term impacts to the environment and enhance the recreation experience at these three park units.

The National Park Service (NPS) prepared an environmental assessment (EA) for the proposed trail connection project in accordance with the National Environmental Policy Act of 1969 (NEPA), regulations of the Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] 1500–1508), the National Historic Preservation Act of 1966 (NHPA) (as amended), and NPS Director's Order 12: *Conservation Planning, Environmental Impact Analysis and Decision-making*.

SELECTED ALTERNATIVE

Bowmans Island West

The NPS identified Alternative A as the preferred alternative and selected it for implementation at the Bowmans Island West park unit. Under the selected alternative two roughly parallel trails located along the river would be consolidated into a single improved trail. The trail alignment closest to the river will be closed and revegetated (approximately ½ mile in length), and the remaining trail alignment will be improved with the construction of three new bridges over existing streams. The bridges to be constructed are prefabricated fiberglass pedestrian/equestrian bridges, which are designed to be carried and installed in remote locations without the use of vehicles or machinery. The bridges would span 20 to 30 feet to cross the streams, and would be anchored on each end with concrete foundations. Pedestrian and equestrian use of the trail system would continue to be allowed.

Johnson Ferry South

The NPS identified Alternative B as the preferred alternative and selected it for implementation at the Johnson Ferry South park unit. This alternative will close ½ mile of several small social trails and construct a 0.1-mile segment of new trail to connect the existing trails to a planned underpass on Johnson Ferry Road. The new trail construction will include a 6-8 foot wide trail surface with the associated clearing of vegetation to open the trail corridor to a height of 8-feet overhead. Trails in the southern portion of the unit will be for hiking only and the northern portion of the unit will be for multi-use activities (hiking and biking). Upon the completion of the trail connection there would be 1.3 miles of hiking trails and 2.2 miles of multi-use trails.

Cochran Shoals/Sope Creek

The NPS identified Alternative B as the preferred alternative and selected it for implementation at the Cochran Shoals/Sope Creek park unit. This alternative will include the construction of several new trails. Trail design will incorporate a 4-foot wide trail surface with the associated clearing of vegetation to allow a 6-foot wide trail corridor to a height of 8-feet overhead. New trail construction will total approximately 4.3 miles and 5.3 miles of existing eroded and poorly designed trails will be closed and revegetated. Some trails within the unit will be designated for multi-use (hiking and biking). Upon completion of the project there will be 6.7 miles of multi-use trails and 3.0 miles of hiking only trails.

OTHER ALTERNATIVES CONSIDERED

In addition to the preferred alternative, the NPS analyzed the No Action Alternative for each of the three park units and an additional action alternative for the Johnson Ferry South and Cochran Shoals/Sope Creek park units in the EA.

No Action Alternative

Under the No Action Alternative the planned trail connection projects would not be implemented at any of the three locations within the park. Without the trail connection plan, visitors would continue to use the existing trails at the three units, and the trails would remain how they were originally established and would require no action outside of current management actions.

Action Alternatives

An additional alternative (Alternative A) was considered for the Johnson Ferry South and Cochran Shoals/Sope Creek park units. The construction of new trails and closure of existing trails would be the same as the preferred alternative at these two sites. However, under

Alternative A, the trails would be used for hiking only. No multi-use trails (hiking and biking) would be established under this alternative at each site.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

The environmentally preferred alternative is determined by applying the criteria from Section 2.7 (D) of NPS Director's Order 12. These are the same criteria outlined in NEPA, which is guided by the Council on Environmental Quality regulations. CEQ regulations provide direction that "the environmentally preferable alternative is the alternative that will best promote the national environmental policy" as expressed in Section 101(b) of NEPA:

1. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. Assure for all generations safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
3. Attain the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences;
4. Preserve important historic, cultural, and natural aspects of our national heritage and maintaining, wherever possible, an environment that supports diversity and variety of individual choice;
5. Achieve a balance between population and resource use that would permit high standards of living and a wide sharing of life's amenities; and
6. Enhance the quality of renewable resources and approaching the maximum attainable recycling of depletable resources (NEPA, Section 101).

Simply put, this means that the environmentally preferred alternative is the alternative that causes the least damage to the biological and physical environment while providing for a wide range of beneficial uses; it also means it is the alternative that best protects, preserves, and enhances historic, cultural, and natural resources.

The EA for the proposed trail connections at the three park units concluded that the environmentally preferred alternative is the same as the preferred alternative for each park unit (Alternative A for Bowmans Island West and Alternative B for Johnsons Ferry South and Cochran Shoals/Sope Creek). These alternatives will meet park purposes and NEPA goals by providing aesthetically pleasing opportunities for multiple user groups at the park.

MITIGATION MEASURES FOR THE SELECTED ALTERNATIVE

To minimize resource impacts, the following mitigation measures were part of the analyses in the EA and will be followed during implementation of the selected alternatives. These actions

will lessen the potential for adverse effects of the Selected Alternatives, and have been proven to be very effective in reducing environmental impacts on previous projects.

Potential Adverse Effect	Mitigation Measure or Best Management Practice
Direct effects from construction activities on natural resources such as terrestrial species, non-cleared vegetation, and water resources.	The park would utilize the minimum amount of land required for trail construction activities in order to protect against potentially adverse effects. All protection measures would be clearly stated in the construction specifications, and workers would be instructed to avoid conducting activities beyond the trail construction zone.
Erosion resulting from construction-related surface disturbance.	Erosion prior to, during, and following ground disturbing activities would be controlled. These activities are expected to be limited, and hand clearing would be used whenever feasible. Natural revegetated areas will slow the movement of water over land, allowing the trail to exist without adversely affecting the natural landscape.
Construction of previously undisturbed areas.	The park would use existing trails to the maximum extent possible to minimize effects on vegetation. New trails would be routed to minimize impacts to vegetation and avoid mature trees.
Disruption to visitors during and after construction activities	Final cleanup after trail construction would include the removal of all construction materials (i.e. flags, flagging tape, stakes). Cleared brush would be dispersed instead of left as a pile of debris along the side of the trail. This attention to detail during cleanup would contribute to a more natural trail appearance and would reduce the initial user shock to the altered trail system.

WHY THE PREFERRED ALTERNATIVE WILL NOT HAVE A SIGNIFICANT EFFECT ON THE HUMAN ENVIRONMENT

As defined in 40 CFR §1508.27, significance is determined by examining the following criteria:

- Impacts that may have both beneficial and adverse impacts and which on balance may be beneficial, but that may still have significant adverse impacts which require analysis in an Environmental Impact Statement (EIS):*

Soils: The selected alternatives at Bowmans Island West and Johnson Ferry South will have negligible impacts to soils during the bridge installation (Bowmans Island West) and construction of new trails (Johnson Ferry South). The selected alternative at Cochran Shoals/Sope Creek will have long-term, minor, adverse impacts to soils during the trail construction. The selected alternatives at all sites will have long-term, beneficial impacts to soils due to the implementation of new well-designed trails and closure of poorly designed, eroded trails.

Air Quality: The selected alternatives at Bowmans Island West and Johnson Ferry South will have negligible impacts to air quality during the bridge installation (Bowmans Island West) and construction of new trails (Johnson Ferry South). The selected alternative at Cochran Shoals/Sope Creek will have short-term, minor, adverse impacts to air quality during the construction of 4.3 miles of new trails.

Soundscapes: The selected alternatives at all three park units will have short-term, minor, adverse impacts to soundscapes during the construction phase of the trail connection projects. This will result from the bridge installation, trail closures, and clearing of vegetation. Negligible impacts to soundscapes are expected during the operation of the new trail system at Johnsons Ferry South and Cochran Shoals/Sope Creek. No impacts to soundscapes would be associated with the operation of the Bowmans Island West trail system.

Water Quality: The selected alternatives at Bowmans Island West and Johnson Ferry South will have negligible impacts to water quality during the construction phase of the project. Impacts to water quality during construction at Cochran Shoals/Sope Creek will be short-term, minor, and adverse. Long-term, beneficial impacts to water quality are expected at the Bowmans Island West and Cochran Shoals/Sope Creek park units due to the closure of eroding trails. Negligible impacts to water quality at Johnson Ferry South are expected during the operation of the new trail system.

Aquatic Resources: The selected alternatives at Bowmans Island West and Johnson Ferry South will have negligible impacts to aquatic resources during the bridge installation (Bowmans Island West) and construction of new trails (Johnson Ferry South). The selected alternative at Cochran Shoals/Sope Creek will have short-term, minor, adverse impacts to aquatic resources during the construction of 4.3 miles of new trails. The selected alternatives at all sites will have long-term, beneficial impacts to soils due to the implementation of the new trails systems and closure of eroded trails.

Vegetation: The selected alternative at Bowmans Island West will have negligible impacts to vegetation from the removal of small amounts of vegetation during bridge construction. The

selected alternatives at Johnson Ferry South and Cochran Shoals/Sope Creek will have long-term, minor, adverse impacts to vegetation due to the removal of vegetation during trail construction. However, long-term, beneficial impacts to vegetation are expected at all sites from the closure and revegetation of old trails.

Wildlife: The selected alternatives at Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek park units will have short-term, minor, adverse impacts to wildlife during the construction period. However, long-term, beneficial impacts to wildlife are expected at the three park units from the closure and re-vegetation of portions of the trail. Additional long-term, minor, adverse impacts to wildlife are expected at the Cochran Shoals/Sope Creek unit from the removal of vegetation for 4.3 miles of new trails.

Species of Special Concern: The selected alternatives at Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek park units will have no effect to special status animal species and would not likely adversely affect special status plant species.

Archaeological Resources: The selected alternative at Bowmans Island West park unit will have long-term, minor, adverse impacts to archaeological resources due to the placement of bridges near two archaeological sites. However, minor long-term beneficial impacts to archaeological sites would result from decreased erosion and unauthorized trail use. The selected alternatives at Johnson Ferry South and Cochran Shoals/Sope Creek would have no impact to archaeological resources.

Historic Resources: The selected alternatives at Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek would have no impact on historic resources.

Aesthetics: The selected alternatives at Bowmans Island West and Johnson Ferry South will have short-term, negligible impacts to aesthetic resources during the construction period. The selected alternative at Cochran Shoals/Sope Creek will have short-term, minor, adverse impacts to aesthetic resources during the construction period. However, impacts to aesthetics would be long-term and beneficial at the completion of the trail connection project at all park units.

Public Health and Safety: The selected alternatives at Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek park units will have short-term, negligible impacts to public health and safety during the construction period. However, long-term, beneficial impacts to public health and safety would result from the implementation of the new trail system.

Visitor Use and Experience: The selected alternatives at Bowmans Island West and Cochran Shoals/Sope Creek will have short-term, minor, adverse impacts to visitor use and experience during the construction period due to the installation of new bridges (Bowmans Island West) and

construction of the new trails (Cochran Shoals/Sope Creek). The selected alternative at Johnson Ferry South would have short-term, negligible impacts to visitor use and safety during trail closure and construction. Long-term, beneficial impacts to visitor use and experience would occur at all three park units after implementation of the new trail system.

Park Operations: The selected alternatives at Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek park units would have short-term, minor, adverse impacts to park operations during the construction period. However, minor long-term beneficial impacts to park operations are expected at the three park units during the operation of the new trails.

2. The degree to which the action affects public health and safety:

The selected alternatives at Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek will have short-term, negligible impacts to public health and safety during the construction period. Visitors would be redirected from the bridge installation areas at Bowmans Island West and would not be allowed in the areas where new trails are being constructed at Johnson Ferry South and Cochran Shoals/Sope Creek.

The implementation of the new trail connections at the three park units will have long-term, beneficial impacts to public health and safety. Eroded areas of trails will be closed to visitors. At Cochran Shoals/Sope Creek, the park will implement directional travel for bicyclists so that hikers will always see when a bicycle is approaching. In addition, current park policies have established a bicycle speed limit of 10 miles per hour. Impacts to health and safety would be beneficial with these safeguards in place.

3. Unique characteristics of the geographic area such as proximity to historic or cultural resources, parklands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas:

Previous surveys have identified nine archaeological sites that lie in or directly adjacent to the Bowmans Island West trail corridor. Six of these sites are not eligible for the National Register of Historic Places (NRHP), two have no eligibility assessment, and one is recommended eligible. Site 9FO250 is a large artifact scatter and the bulk of the site is located outside of the park boundaries. The Bowmans Island West trail runs along its eastern edge. Phase II investigations indicated that the edges of the site are severely eroded and the center of the site is where intact archaeological deposits are located. Improvements to the existing trail would not involve earth moving and have little potential for adverse affects on all nearby sites including 9FO250.

The proposed bridge locations lie in the central portion of the Bowmans Island West unit. Previous surveys identified two sites (9FO250 and 9FO251) within 100-feet of the potential location for one of the bridges. Site 9FO250 is situated southwest of the potential bridge

location, and Site 9FO251 is located northeast of the same potential bridge construction area. Site 9FO251 is a small, deeply buried, prehistoric lithic scatter with an unknown NRHP eligibility status. Because bridge construction will require a certain amount of earth disturbance, long-term, minor, adverse impacts may occur. Once built the bridges would have a long term, beneficial impact on the surrounding archaeological sites by reducing erosion caused by park visitors and horseback riders crossing the drainage areas.

The selected alternatives will have no impact to archaeological resources at the Johnson Ferry South or Cochran Shoals/Sope Creek park units. No impact to historic resources would occur at the three park units. A consultation letter was mailed to the Georgia Historic Preservation Division on February 8, 2010, and a response was received on March 12, 2010 concurring that the proposed project would result in no adverse effect to archaeological resources and historic structures.

Wetlands and deepwater habitats occur at each of the three park units; however, no impacts would occur as there are no wetlands within the project boundary. A consultation letter was mailed to the US Army Corps of Engineers (USACE) on November 23, 2010. A response was received from the USACE on February 12, 2010 requesting more information on the wetlands of this project. A response to this request is addressed in the Errata Sheet attached to this FONSI.

No prime farmlands, wild or scenic rivers, or ecologically critical areas occur within or adjacent to the three park units and none will be impacted by the actions associated with the proposed actions.

4. Degree to which the effects on the quality of the human environment are likely to be highly controversial:

The selected alternatives at Bowmans Island West and Cochran Shoals/Sope Creek park units will have short-term, minor, adverse impacts to visitor use and experience during the construction period. During the bridge and trail construction, portions of the trail would be closed to visitors. The selected alternative at Johnson Ferry South will have short-term, negligible impacts to visitor use and experience during the construction period. The operation of the new trail connections at all units will have long-term, beneficial impacts to visitor use and experience. The new trails will be safer and more aesthetically pleasing to visitors. No effects on the quality of the human environment are expected outside of the park boundaries.

There were no highly controversial effects identified during the preparation of the Environmental Assessment (EA) or the public review period associated with this project. A public scoping meeting was held on October 29, 2009 at the park headquarters. A total of 17 people attended the meeting and 36 public comments were received. The EA was made available for a 30 day

public review from February 1, 2010 through March 2, 2010 and four public comments were received. Overall the comments supported the proposed trail connection project. However, two comments raised concerns regarding some project components and are addressed in an Errata Sheet attached to this FONSI.

5. Degree to which the possible effects on the quality of human environment are uncertain or involve unique or unknown risks:

No uncertain risks associated with the construction and operation of the trail connection projects at the Bowmans Island West, Johnson Ferry South, or Cochran Shoals/Sope Creel park units are expected.

Unique or unknown risks associated with the construction and operation of the trail connection projects at the Bowmans Island West, Johnson Ferry South, or Cochran Shoals/Sope Creek park units are expected to be low to none.

6. Degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration:

The construction and operation of the trail connection projects at Bowmans Island West, Johnson Ferry South, or Cochran Shoals/Sope Creek neither establishes a precedent for future actions with significant effects nor represents a decision in principle for future consideration.

7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts:

There would be no adverse cumulative impacts associated with the selected alternative at Bowmans Island West since no other projects have been identified in the area.

Within the Johnson Ferry park unit, identified projects include the Johnson Ferry Road improvements and the Johnson Ferry wetland restoration. When combined with the trail connection project, cumulative impacts include long-term, minor, adverse impacts to soils; short-term, minor, adverse impacts to soundscapes and water quality; and negligible impacts to aquatic resources and public health and safety. Long-term, beneficial cumulative impacts to visitor use and experience would also occur.

Within the Cochran Shoals/Sope Creek park unit, other identified projects include trail re-routes, Sope Creek parking lot and pavement repairs, and the installation of a new restroom facility at the Columns Drive entrance of the Cochran Shoals park unit. When combined with the trail connection project, cumulative impacts include long-term minor, adverse impacts to soils and

vegetation; short-term, minor, adverse impacts to air quality, soundscapes, wildlife, and park operations and long-term, beneficial impacts to soils, water quality, aquatic resources, aesthetics, and visitor use and experience.

8. Degree to which the action may adversely affect districts, sites, highways, or objects listed on the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources:

Previous archaeological surveys have identified nine sites that lie in or directly adjacent to the Bowmans Island west trail corridor. Six of these sites are not eligible for the NRHP, two have no eligibility assessment, and one is recommended eligible. The trail for the selected alternative would run along the eastern edge of the potentially eligible site. Improvements to the existing trail would not involve earth moving and would have little potential for adverse effects to archaeological sites. One archaeological site with unknown NRHP eligibility is located within 100 feet of one of the proposed bridges. Once built, the bridge would have a long-term, beneficial impact on the surrounding archaeological site by reducing erosion caused by park visitors and horseback riders crossing the streams. In addition, the closure of the unauthorized trail would provide long-term, beneficial impacts to the cultural resources in the area as this trail runs through the middle of an archaeological site with unknown eligibility.

Archaeological sites have been identified and delineated along the Johnson Ferry South trail corridor. Two of the sites are potentially eligible for the NRHP, and one of the sites is recommended eligible for the NRHP. The new multi-use trail and the trails slated for closure under the selected alternative would not intersect any of the known archaeological sites; therefore, no impact is expected.

Previous archaeological surveys identified sites in or adjacent to the proposed trails in the Cochran Shoals/Sope Creek unit under the selected alternative. The new trails proposed to be constructed would encounter three archaeological sites; however, none of the sites are eligible for the NRHP. Four sites are located adjacent to the trails to be closed. Long-term, beneficial impacts to these sites would occur from the reduced amount of foot traffic outside the trail corridor.

The selected alternatives for Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek have no potential to affect historic resources.

9. *Degree to which the action may adversely affect an endangered or threatened species or its critical habitat:*

The selected alternatives for the Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek park units would have no effect on listed animal species potentially occurring within the project locations. The selected alternatives would not likely adversely affect state-listed plant species potentially occurring along the trail. If state-listed plant species are encountered during construction, the NPS will make efforts to avoid the plants or relocate them.

In accordance with federal and state requirements for special status species, consultation letters were mailed to local and federal agencies on November 23, 2009, including the U.S. Fish and Wildlife Service, Georgia Department of Natural Resources, Georgia Natural Heritage Program, and National Marine Fisheries Service.

10. *Whether the action threatens a violation of federal, state, or local environmental protection law:*

The selected alternatives for Bowmans Island West, Johnson Ferry South, and Cochran Shoals/Sope Creek park units will not violate federal, state, or local environmental protection laws.

IMPAIRMENT STATEMENT

The NPS has determined that implementation of the selected alternatives will not constitute an impairment to the park's resources and values. This conclusion is based on a thorough analysis of the environmental impacts described in the EA, the public comments received, collected data, and the professional judgment of the decision maker guided by the direction in the NPS *Management Policies 2006*. Although the project will have some minor adverse impacts, in all cases the adverse impacts will be the result of construction of three trail connection projects within the park. Overall the proposed projects will result in benefits to park resources and values, specifically to water quality, soils, vegetation, aesthetics, public health and safety, visitor use and experience, and park operations. Implementation of the selected alternatives will not result in major adverse impacts to a resource or value whose conservation is (1) necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the park, (2) key to the natural or cultural integrity of the park, or (3) identified as a goal in the park's general management plan or other relevant NPS planning documents.

PUBLIC INVOLVEMENT

Both internal and external (public) scoping was conducted to inform various agencies and the public about the proposed trail connection project. A public scoping meeting was held on October 29, 2009 at the park headquarters. A total of 17 people attended the meeting, and 36 public comments were received. Overall the comments supported the proposed trail connection project. A consultation letter was mailed to local and federal agencies requesting comments regarding the proposed projects on November 23, 2009. The EA was made available for a 30-day public review from February 1, 2010 through March 2, 2010. Four public comments were received during the public review of the EA. One comment supported the proposed trail connection project. Another comment was intended for a project at Yosemite National Park; therefore, it was not addressed but was forwarded to Yosemite planners. Additionally, a comment was received from the Upper Chattahoochee Chapter of Trout Unlimited (UCCTU). The remaining three comments received are addressed in an Errata Sheet attached to this FONSI.

CONCLUSION

The Selected Alternatives do not constitute an action that normally requires preparation of an Environmental Impact Statement (EIS). The Selected Alternatives will not have a significant adverse effect on the human environment. There are no unmitigated adverse effects to physical resources, water resources, natural resources, cultural resources, or other unique resources within the region. No highly uncertain or controversial impacts, unique or unknown risks, or known cumulative effects were identified.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal actions are consistent with existing national environmental policies and objectives as set forth in section 101(a) of NEPA and that they will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102 (2)(c) of NEPA.

Based on the foregoing, it has been determined that an EIS is not required for this project and thus will not be prepared.

Recommended: _____ Date: _____
Daniel Brown
Superintendent
Chattahoochee River National Recreation Area

Approved: _____ Date: _____
David Vela
Regional Director
Southeast Region